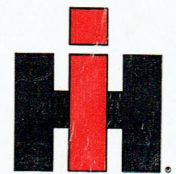
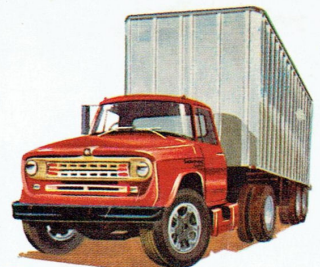


INTERNATIONAL **MOTOR** **TRUCKS**



NEW DIMENSIONS IN TRANSPORTATION



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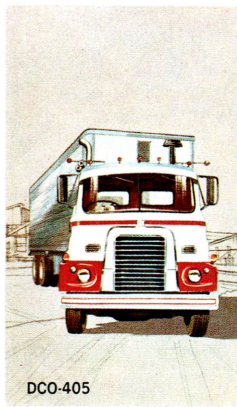
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Bus Chassis



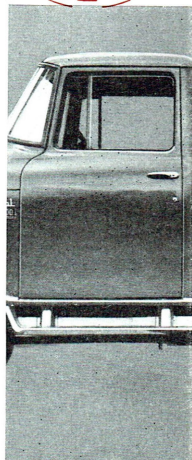
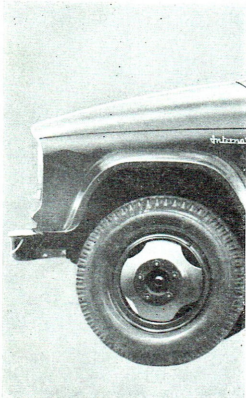
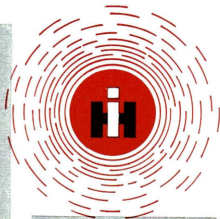
F-1800



AACO Series

In order that product improvements may be introduced at any time, specifications are subject to change without notice. Illustrations may include optional equipment. Colours of trucks are not necessarily standard.

The New Quality Line



Time and Money are by far the two most important considerations for motor truck users. To satisfy these considerations – you must have: Engine power matched to your truck's rated capacity and tailored to your job A dependable work unit for long and short hauls Economical operation per ton mile Nation-wide after sales service.

All of these points have been incorporated in International Harvester's new range of motor trucks, the C Line, which offers New Dimensions in Transportation.

With the new C Line and other models in the International range, there are trucks in every shape, size and capacity to meet every truck transportation need. Utilities, panel vans, cab-behind-engine models, vans, cab-over-engine models, tandem drives, four-wheel drives, special application models, heavy duty, medium duty and light duty models – they are all there. The range of International trucks is without doubt the world's most complete line, catering for every truck transport requirement.

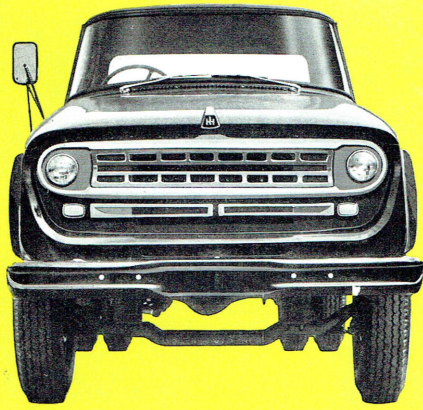
Features of the new C Line conventional cab models include: A new six cylinder engine which combines adequate power and capacity with excellent fuel economy Stronger frames Increased capacity transmissions Disc brakes on one model and vacuum assisted power brakes on all models Restyled cab interiors incorporating new instrument clusters and panels Windshield washers Alternators replacing generators Two-speed windshield wipers New suspensions Optional cab heaters Improved fully adjustable seating.

These are some of the features of the "New Quality Line" of International trucks from IH. Each of these innovations has been tested and proved by IH engineers in the test laboratory, at IH's 2,556-acre proving ground at Anglesea, Victoria, and by trained operators. That is why when you invest in a new International truck you get tried, tested and proved Quality All the Way.

International trucks incorporate those basic points—power, durability and economy—which with manifold features bring you the finest possible vehicle for your needs.

IH's new range of trucks truly represent New Dimensions in Transportation.

BOLD NEW TRUCKS



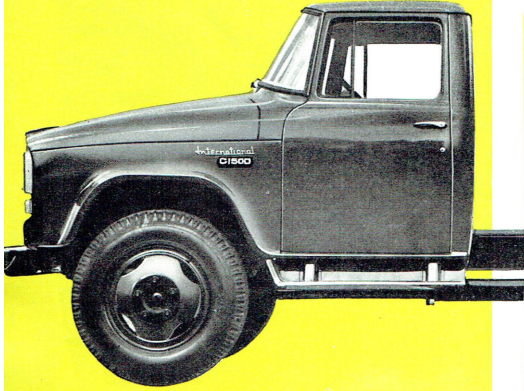
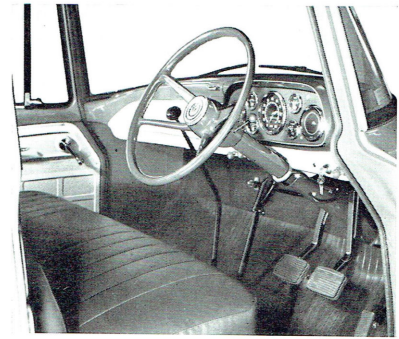
From the front bumper through to the tail lights, the new conventional cab C Line International trucks are designed to do a better, more efficient job.

Attractive new exterior styling incorporates single headlights. Power output from these is equal to double headlights for excellent night vision. Inside the cab there is new seating, fully adjustable for height and length. Pleated, hard wearing seat linings resist the effects of heavy-duty use. The driver is assisted by new, easy-to-read individual calibrated instruments which give him exact figures to judge the vehicle's performance.

On larger models a new 20 in. safety type steering wheel with larger grip area has been fitted for more comfortable handling. Modified zone safety glass wind-screens on all models retain a "see-through" area in front of the driver in event of breakage. Windshield washers and two speed wipers are fitted to all models—wiper motors are permanent magnet type, which gives more power output but less drain on the battery.

Under the bonnets of light and medium duty models nestles the new International 6-281 six cylinder petrol engine, with great new power and economy. All three and four speed transmissions are of increased capacity;

all models have power-assisted brakes and the C-1100 leads the field with power-assisted disc brakes on all wheels. For added driver comfort, cab heater/demisters are optional equipment on all models.



C LINE CONVENTIONAL CAB MODELS

C-1100	114	in. wheelbase; International 6-281 petrol engine.	6,000 lb. GVW;	9,500 lb. GCW;
C-1200	129	in. wheelbase; International 6-281 petrol engine.	7,000 lb. GVW;	11,000 lb. GCW;
C-1300	129 and 153	in. wheelbase; International 6-281 petrol engine.	10,000 lb. GVW;	15,000 lb. GCW;
C-1300 four wheel drive	114 and 129	in. wheelbase; International 6-281 petrol engine.	8,700 lb. GVW;	13,000 lb. GCW;
C-1500	153 and 171	in. wheelbase; International 6-281 petrol engine.	13,500 lb. GVW;	22,000 lb. GCW;
C-1510	153 and 171	in. wheelbase; International 6-281 petrol engine.	15,000 lb. GVW;	24,000 lb. GCW;
C-1600	153, 171 and 189	in. wheelbase; International 6-281 petrol engine; Perkins 6.354 diesel engine optional.	19,500 lb. GVW;	32,000 lb. GCW;
C-1600 four wheel drive	153 and 171	in. wheelbase; International 6-281 petrol engine.	18,500 lb. GVW;	30,000 lb. GCW;
C-1640	153, 171 and 189	in. wheelbase; International 6-282 petrol engine; Perkins 6.354 diesel engine optional.	22,500 lb. GVW;	38,500 lb. GCW;
C-1820	153, 171 and 189	in. wheelbase; International 6-282 petrol engine; International V-345 V-8 petrol or Perkins 6.354 diesel engine optional.	25,000 lb. GVW;	43,500 lb. GCW;
C-1840	153 and 171	in. wheelbase; International V-345 V-8 petrol or Perkins 6.354 diesel engine optional.	25,500 lb. GVW;	51,000 lb. GCW;

Dynamic Power Petrol or Diesel

PETROL

Gear changing can be a tiring business when you're "pushing" an underpowered truck that finds the slightest grade a monumental challenge. Tiresome and frustrating yes, but more important, time and money wasting, too. But when you're controlling the dynamic power of IH's three petrol engines as fitted to its new range of conventional cab trucks, these worries are not yours.

These International engines are true truck engines, designed to absorb all the rigours of truck operation and to give you the best performance. The engines comprise two six cylinder units—one new—and the popular and proven V-345 V-8.

The new 6-281 six cylinder petrol engine is developed from the 6-282 and among its top features is its economy. It develops 142 maximum BHP at 3,800 RPM and 241 lb. ft. of torque at 1,800 RPM.

Features of the International 6-282 six cylinder petrol engine, which develops 148 BHP at 3,800 RPM and 244 lb. ft. of torque at 1,800 RPM, include its time-proven durability and power.

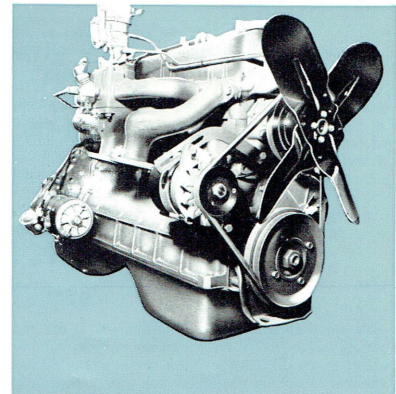
The International V-345 is a responsive, smooth, quiet and flexible engine developing 177 BHP at 4,000 RPM and 302 lb. ft. of torque at 2,000 RPM.

DIESEL

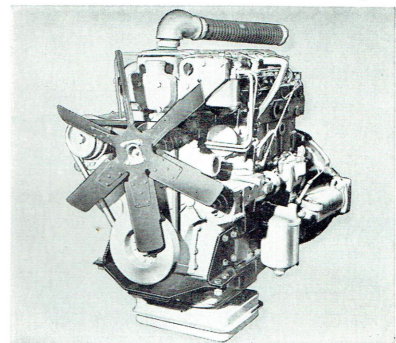
If you prefer diesel power, IH offers two outstanding engines as options. The Perkins 6.354 is available for the C-1600, C-1640 and C-1820. The Cummins CAU-160B is specified as optional equipment for the C-1840. The 6.354 develops 120 BHP at 2,800 RPM and 260 lb. ft. of torque at 1,450 RPM. Designed for power, durability and economy, it has proved itself under all operating conditions. Specified as optional for the C-1600, C-1640 as well as the C-1820, it brings greater diesel power to these first two trucks than previously available.

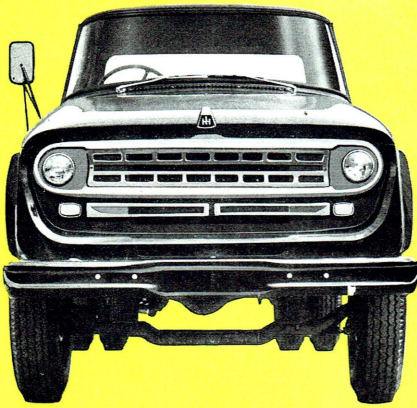
The CAU-160B develops 160 BHP at 2,650 RPM and 345 lb. ft. of torque at 1,700 RPM. It will provide low cost power and is precision-built for long life. This engine's rugged construction is typified by the 3 1/2 in. diameter crankshaft. Large intake and exhaust passages allow the engine to breathe freely to give maximum combustion efficiency.

International 6-282 engine

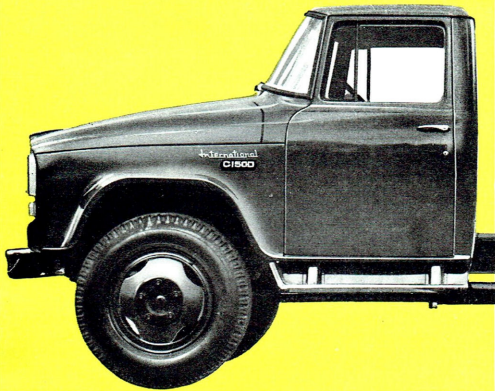


Perkins 6.354 engine





C Line (conventional cab) Engine Specifications



6-281

Make: International—petrol
 No. of cylinders: Six
 Gross BHP: 142 at 3,800 RPM
 Gross torque: 241 lb. ft. at 1,800 RPM
 Displacement: 282 cu. in.
 Compression ratio: 6.9 to 1

6.354

Make: Perkins—diesel
 No. of cylinders: Six
 Gross BHP: 120 at 2,800 RPM
 Gross torque: 260 lb. ft. at 1,450 RPM
 Displacement: 354 cu. in.

6-282

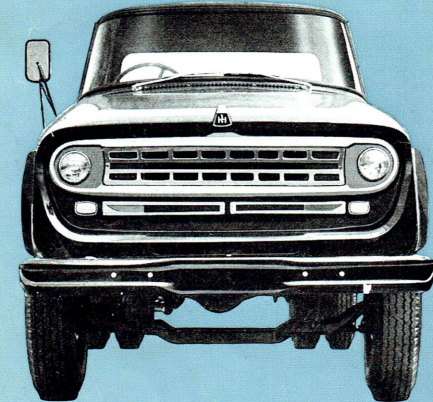
Make: International—petrol
 No. of cylinders: Six
 Gross BHP: 148 at 3,800 RPM
 Gross torque: 244 lb. ft. at 1,800 RPM
 Displacement: 282 cu. in.
 Compression ratio: 6.9 to 1

CAU-160B

Make: Cummins—diesel
 No. of cylinders: Six
 Gross BHP: 160 at 2,650 RPM
 Gross torque: 345 lb. ft. at 1,700 RPM
 Displacement: 464 cu. in.

V-345

Make: International—petrol
 No. of cylinders: Eight (V-8)
 Gross BHP: 177 at 4,000 RPM
 Gross torque: 302 lb. ft. at 2,000 RPM
 Displacement: 344.96 cu. in.
 Compression ratio: 7.2 to 1



The right truck for your work

SUSPENSIONS

New progressive rate rear springs are fitted to the C-1100 and C-1300 to provide the best ride characteristics whatever the load state may be. The C-1820 and C-1840 have, as optional equipment, 6,000 lb. capacity front springs recommended for semi-trailer applications to provide the best ride and proper front axle loading. Suspensions on all models are matched to their truck's capacity to provide excellent ride and handling qualities under all loadings.

SELECTION

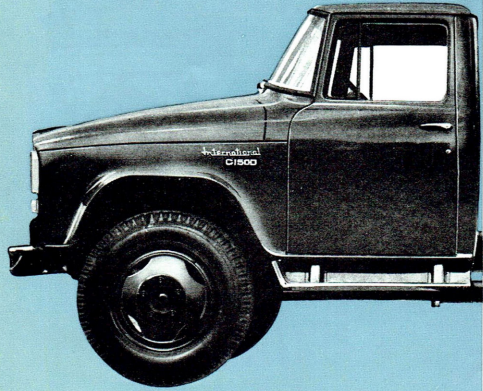
With eleven basic trucks to choose from, ranging from 6,000 lb. to 25,500 lb. GVW and 9,500 lb. to 53,000 lb. GCW—and nine with optional wheelbases—you can be sure of getting an International C Line truck exactly suited to your requirements. With strong, sound frames and job matched components, these trucks are the finest available and have the in-built strength and quality required to return excellent results whatever the tasks.

RATINGS

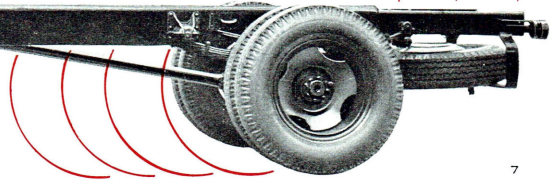
Higher ratings on the C-1100, C-1200 and C-1300 bring increased load capacity to enable these trucks to do more work whilst retaining top performance. Optional ratings on heavier models enable you to select the best for your application.

FRAMES

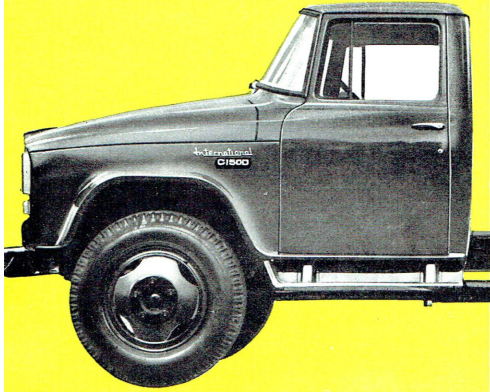
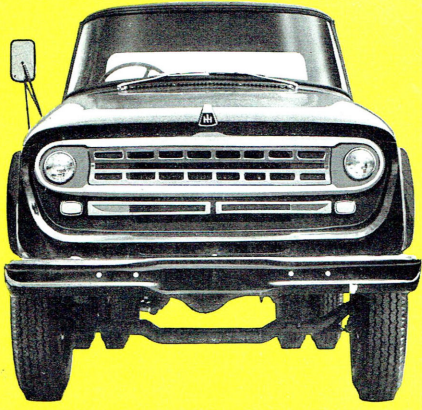
Both the C-1100 and C-1200 have heavier frame side-rails for greater endurance on all types of ground conditions. Frames on the C-1600 189 in. WB, C-1600 4 x 4, C-1640, C-1820 and C-1840 are reinforced and the reinforcement has been lengthened to provide adequate strength over the rear axles. Frames on all models are adequate to resist the roughest of ground conditions.



Note: See model listing, Page 4, for available wheelbases per model.



All you want and need in a truck



COMFORT

New deep padded fully adjustable seats with hard wearing pleated linings provide a relaxed driving position. All controls fall easily to hand and new fully calibrated instrumentation is easy to read and sensibly grouped. Two speed windshield wipers, as well as windshield washers, are fitted to all models to give unobstructed vision in the most adverse weather conditions. Optional equipment includes cab heater/demisters to make winter driving that much more comfortable.

BRAKES

Power assisted brakes on all models is your assurance of safe and sure braking. Disc brakes all round on the C-1100 give this unit outstanding braking characteristics and make it the first of its capacity to specify disc brakes as standard equipment. Hydraulic actuated drum type on other models are of proved design and feature generous lining areas. Hand brakes are matched to truck capacity and will hold on even the steepest inclines.

FOUR WHEEL DRIVES

For those whose work calls for cross-country operation, IH has two four-wheel drives included in its C Line of trucks—the C-1300 4 x 4 with 8,700 lb. GVW and 13,000 lb. GCW, and the C-1600 4 x 4 with 18,500 lb. GVW and 30,000 lb. GCW. Put these models to the stiffest tests for four-wheel drives and their performance will astound you. With all the regular C Line features, they are smart, comfortable and have enormous capacity for hard, slogging cross-country work.

TRANSMISSIONS

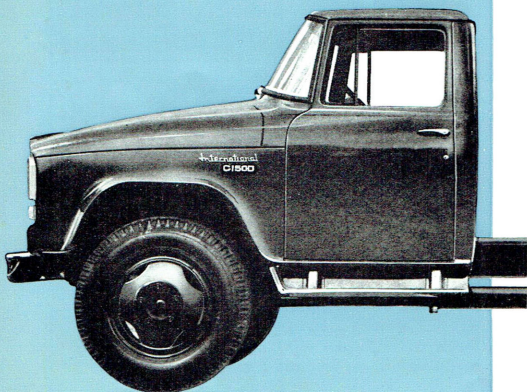
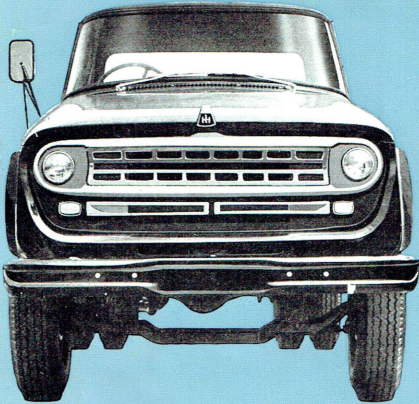
From the clutch through to the differential, C Line drive line units are matched to engine output and truck capacity to give a smooth, trouble-free flow of power. Clutch plates have quality long life facings and vibration dampers to extend clutch life. Gear changing is precise and you benefit from well chosen ratios enabling you to get the best from your truck. All three and four speed transmissions are of increased capacity for longer life. Available for the C-1820 when fitted with the V-345 petrol engine is a five speed close ratio gear box enabling you to get the best from this engine. Hypoid type single reduction differentials are fitted to all models up to the C-1600 and spiral bevel, two speed, electric shift type to the C-1640, C-1820 and C-1840. All models apart from the C-1100 have full-floating induction hardened axle shafts.

STEERING

Light, comfortable steering on all models gives you absolute control at all times. Safety type steering wheels are fitted for your protection and are placed and angled to ensure maximum driver comfort. New 20 in. diameter steering wheels on larger models have increased grip areas for ease of handling.

CAB VARIATIONS

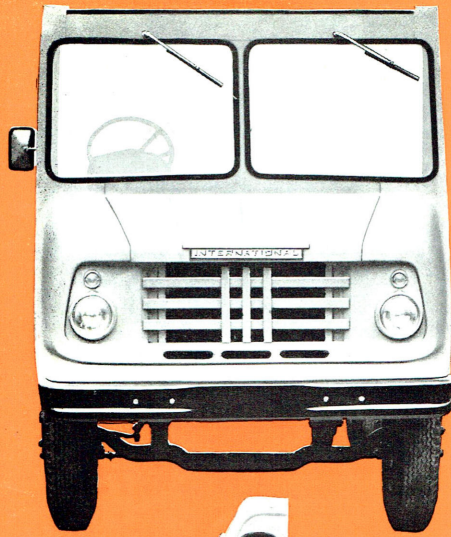
Whether you want a cab and chassis, a chassis with just cowl and windscreen and header panel with or without doors, a six man crew cab or a panel van, you can get it within IH's C Line trucks.



C-1840 fitted with pantechnicon.

C-1500 fitted with tray body for general cartage.





Delivery made easy

Multi-stop delivery work, to be economical, needs a van that has been designed from the ground up for this type of work. Such are the International Metro Vans offering unexcelled load space and adaptability to body type. They abound in commonsense features, taking the work and worry out of delivery. The cab is designed for easy entry—low step height enables the driver to enter without difficulty. Wide door openings allow large parcels to be carried through. The driver's seat can be folded forward to further assist entry. High ceiling level allows the driver to walk through without having to bend.

Driver visibility is also well catered for. The large two-piece flat windscreen, coupled with the sloping short-depth cowl, affords excellent vision. Large side windows and door windows enable an excellent all-round view and facilitate easy manoeuvring of the van.

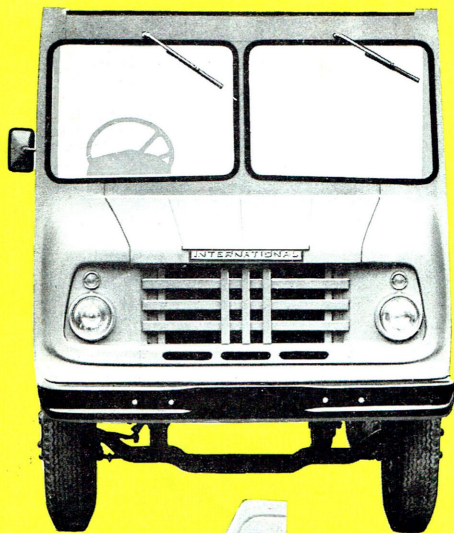
Even the flat top of the engine cover makes the driver's work easier—it is an ideal location for papers and small parcels.

Quality components, such as power-assisted brakes on all models, strong rigid chassis, front and rear semi-elliptic springs to give a smooth ride, single reduction fully floating hypoid rear axles for high capacity loads, make these Metro Vans safe, reliable units.



Metro Van models

ABM-120	114 in. wheelbase;	7,600 lb. GVW;
	International AGD-240 petrol engine.	
ABM-130	129 in. wheelbase;	10,000 lb. GVW;
	International AGD-240 petrol engine.	
ABM-150 153 & 171	in. wheelbase;	13,500 lb. GVW;
	International AGD-240 petrol engine.	
ABM-151 153 & 171	in. wheelbase;	15,000 lb. GVW;
	International AGD-240 petrol engine.	
ABM-160 153 & 171	in. wheelbase;	19,500 lb. GVW;
	International AGD-264 petrol engine.	



Powered for economical delivery

Stop-start delivery work is hard on an engine. Yet the two engines available for International Metro Vans will absorb the harshest treatment to give economical responsive performance.

The Australian Gold Diamond 240 cu. in. petrol engine—AGD-240—powers the models ABM-120, ABM-130, ABM-150 and ABM-151 Metro Vans. This engine is designed to give responsive power when required, yet it remains economical to run whether on stop-start work or medium distance deliveries. A six cylinder valve-in-head type engine, it has these added features—pre-engaged starter motor, full flow oil filter system and roto-coil inlet valves. Maximum brake horsepower of 135.5 is developed at 3,800 RPM and maximum torque of 210 lb. ft. at 2,400-2,800 RPM. Standard transmission is a four-speed floor change type and a three-speed column shift is optional for the ABM-120.

Another Australian Gold Diamond engine, the AGD-264, powers the ABM-160 Metro Van. A rugged medium-

heavy duty engine, designed to work with heavy loads, it still provides economical operation. It is a six cylinder 264 cu. in. capacity valve-in-head type engine, developing a maximum of 142 BHP at 3,800 RPM and maximum torque of 229 lb. ft. at 2,400 RPM. Pre-engaged starter motor, full flow oil filter system and roto-coil inlet valves are standard equipment. This engine is matched to a four-speed transmission which incorporates a low first gear for starting in hilly conditions with a full load.

Engine accessibility is more than adequate—an externally opened steel bonnet allows easy inspection of radiator, battery, junction box and oil dip stick. Adjustments can be made without difficulty. A heat and noise resistant engine-cover in the centre of the cab is easily removed by releasing four spring clips. This makes the engine completely accessible. Minor adjustments or major overhauls can be carried out quickly and effectively.

Metro Van Engine Specifications

AGD-240

Make: International—petrol
No. of cylinders: Six
Gross BHP: 135.5 at 3,800 RPM
Gross torque: 210 lb. ft. at 2,400 - 2,800 RPM
Displacement: 240.33 cu. in.
Compression ratio: 7.2 to 1

AGD-264

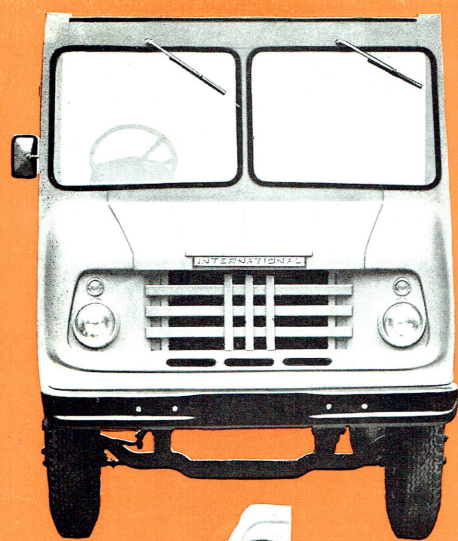
Make: International—petrol
No. of cylinders: Six
Gross BHP: 142 at 3,800 RPM
Gross torque: 229 lb. ft. at 2,400 RPM
Displacement: 264.33 cu. in.
Compression ratio: 7.0 to 1

The right van with the right body

There is no doubt whatsoever; you can obtain an International Metro Van of the right size and body style to suit almost any type of delivery. As the diagram below shows, Metro Vans come in many sizes—one to suit you. And once you have chosen the size, you can tailor the van to comply with your particular requirements. You can have sliding cab doors; sliding or roll-up side doors, or no side doors at all; sliding, swinging or roll-up back doors of any width; back doors can be designed to open 90° or 180° or even fold right

back along the van sides. If none of these fit your requirements, then other adaptations are possible. The large flat areas of the body itself are admirably suited to sign writing. Bodies are spacious inside, enabling fitment of almost any kind of interior arrangement for specialized needs. There's no need to stoop and stretch to reach parcels—you can walk through any of the vans from front to back without bending. You can't do better than to have International Metro Vans for your deliveries.

THERE'S AN INTERNATIONAL METRO VAN EXACTLY SUITED TO YOUR NEEDS



ABM-120 Metro Van with walk-through body.



ABM-160 Metro Van fitted out as fire tender.

SCOUT

Ability, that's what the International Scout 80 Series II 4 x 4 has—and plenty of it—ability to cross the roughest terrain without complaining, ability to give a fast, safe ride on made roads, ability to do just what you want it to do. The Scout is a successful blend of comfort, styling and ruggedness. It's a handsome vehicle whether fitted with the removable cab top or full length soft top. It's a comfortable unit, whether out in the paddock carrying feed or materials, or in town for the shopping. It's a rugged four-wheel drive, built to handle the worst ground conditions, yet able to turn in an excellent performance on the highway. To take a Scout along a made road then put it through its paces across country, through mud and slush, up and down hills, across gullies and pot-holes, is to learn what a truly remarkable 4 x 4 this is.

The Scout's construction incorporates the strength and durability found in all International trucks. Power—the Scout has it in plentiful supply. The four cylinder Comanche engine is totally proven. It is patterned after one of the most successful International heavy-duty V-8 engines. Small wonder its 152 cu. in. displacement packs the punch (82.5 BHP at 4,400 RPM, 128 lb. ft. torque at 2,300 RPM) to pull loads under severest conditions. And although it has great lugging ability, it still has the performance you want for the open road.

The sturdy box-section frame, truck strength axles and suspension safely absorb the strain of maximum rated loads on roughest jobs and still give you a comfortable ride. The three-speed syncromesh transmission has well chosen ratios, so best performance may be obtained at all times. The Scout has everything required, as well as many features not normally found in a four-wheel drive. Its uses are manifold and its willingness to do a good job inexhaustible. Why settle for anything less?



AACO-183

With a passenger capacity of 36 to 45 people and an option of petrol or diesel power, the AACO-183 bus chassis with body to suit your requirements, becomes a versatile, economical bus. The frame is of pressed steel channel with L type reinforcement providing a sound and solid basis for the vehicle. Petrol power comes from the 6-282 six-cylinder petrol engine. Developed in Australia for Australian conditions, it provides plentiful power for the AACO-183 under all conditions. It develops a maximum of 148 BHP at 3,800 RPM and 244 lb. ft. of torque at 1,800 RPM. It incorporates the latest engineering advances and features a full flow oil filter system, roto-coils on inlet valves and sodium cooled exhaust valves and a high capacity water pump.

The proved economical and reliable Perkins 6.354 six-cylinder diesel engine, which develops maximum brake horsepower of 120 at 2,800 RPM and maximum torque of 260 lb. ft. at 1,450 RPM, powers the diesel AACO-183.

Both engines are matched to five-speed transmissions with syncromesh on all but first, the diesel version being available with either overdrive or direct in fifth. The petrol version transmission has direct in fifth.

Quality components throughout, together with fast and effective power brakes, light steering and progressive rate suspension, make the AACO-183 an ideal basis for a comfortable, economical and reliable bus.



F-1800

Today the International F-1800 (petrol) motor truck is a common sight around quarries, pre-mixed cement plants and construction sites and in other applications. It has built up a reputation for such quality so that it now stands alone, having set a new standard in reliability and performance. It has a truly proven engine—the International V-345—delivering 177 BHP at 4,000 RPM and 302 lb. ft. of torque at 2,000 RPM. Among the engine's outstanding features are unique piston design for even, thorough combustion and a water jacketed intake manifold.

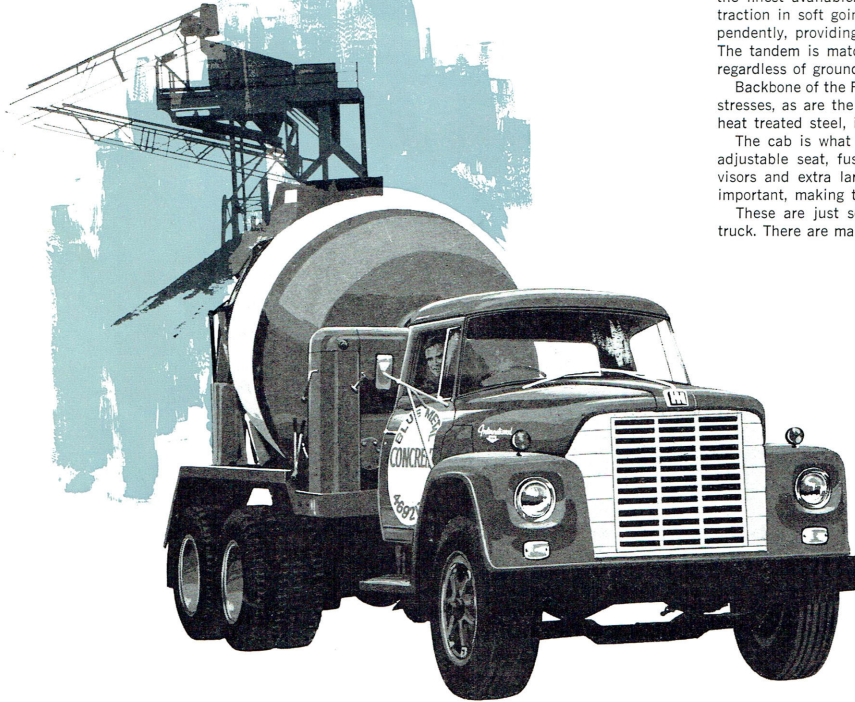
The F-1800's five forward speed constant mesh transmission, combined with its three-speed auxiliary transmission, gives a range of fifteen forward speeds—enough to negotiate all types of road, load, grade and speed conditions.

The through-drive type tandem rear axles, complete with a power divider lock, are the finest available. The lock is operated from within the cab and gives increased traction in soft going when used. When the lock is not in use, the axles spin independently, providing increased tyre life over conventional tandem drive assemblies. The tandem is matched to the F-1800's quality to provide year after year of service regardless of ground conditions.

Backbone of the F-1800, the frame is tough and engineered to withstand all operating stresses, as are the other components of this unit. Heat treated and reinforced with heat treated steel, it is built for great strength and resistance to metal fatigue.

The cab is what you would expect of this truck. Spacious and comfortable, with adjustable seat, fuse panel mounted inside the glove box, two-way adjustable sun visors and extra large rear window. It abounds in such features—small things, yet important, making the F-1800 more pleasant to operate.

These are just some of the reasons the F-1800 is such a popular, well-regarded truck. There are many more.



F-1800D

Built to handle gross loads up to 30½ tons. Engineered to maintain high average speeds on long hauls. Competitively priced. These are just three of the reasons the International F-1800D (diesel) warrants your closest consideration. This heavy duty truck is ideally suited to highway and timber haulage and is available in 169 and 187 in. wheelbases. Styled on the proven and popular F-1800 (petrol) chassis, F-1800D utilizes the same comfortable cab, but, as it is designed for heavier duty work, incorporates heavier duty driveline components. The result puts F-1800D in a class of its own.

From the wheels to the frame, from the diesel engine through to the tandem drive rear axle assembly, F-1800D is strong and built for work. All-truck construction combined with dependable diesel power and long haul economy make it number one choice for semi-trailer operations within its capacity.

The F-1800D is powered by the Detroit Diesel 6V-53N, a compact, light weight V-6 diesel engine developing 195 BHP at 2,600 RPM. The 6V-53N will handle with ease maximum loads on the F-1800D. Combining modern yet simple design and durable precision construction, the 6V-53N has many in-built advantages to make it an economical, reliable and powerful unit. The two-cycle design of this engine means every piston downstroke is a power stroke—so it produces twice as many power strokes as a comparable four-cycle diesel. This gives the 6V-53N faster acceleration and deceleration characteristics.

The 34,000 lb. capacity tandem drive assembly on the F-1800D is of the highest quality. This single reduction through-drive tandem has hypoid gearing, high torque capacity, and simplified design that minimizes maintenance problems. Axle shafts are induction hardened to give them great resistance to shock loads. They are also interchangeable—as are ring gear and pinion sets and differential parts. The power divider ratio is direct (1.00 to 1), and a power-operated lock is standard equipment.

The five forward speed constant mesh transmission is mated to a three-speed auxiliary transmission on the 169 in. WB model and a four-speed auxiliary on the 187 in. WB model to give the operator a gear for all conditions.

Air brakes: Features of the F-1800D air brakes system include—12 cu. ft. compressor with individual wheel brake chambers, and pedal operated application valve.

Radiator shutter: The F-1800D has automatic radiator shutters mounted in the big 700 square inch grille to keep the engine operating at its best running temperature.

This truck will appeal to operators who want functional values. It has been engineered by heavy-duty truck specialists whose aim and achievement has been to provide the power, the capacity and the stamina to make this vehicle outstanding value. The F-1800D is a fine truck. Its great power, capacity and competitive price will make it a most rewarding investment.



DCO-405

You'll be proud to write your name on the door of this truck, for it and the DCOF-405, described on the opposite page, are the finest heavy-duty cab-over engine trucks available in Australia today. The DCO-405 has all the features you would expect of a vehicle of this class, and more. With a GCW of 79,000 lb. and a GVW of 35,000 lb., the DCO-405 has the performance, capacity, speed and endurance to return consistently excellent results on long distance maximum load haulage.

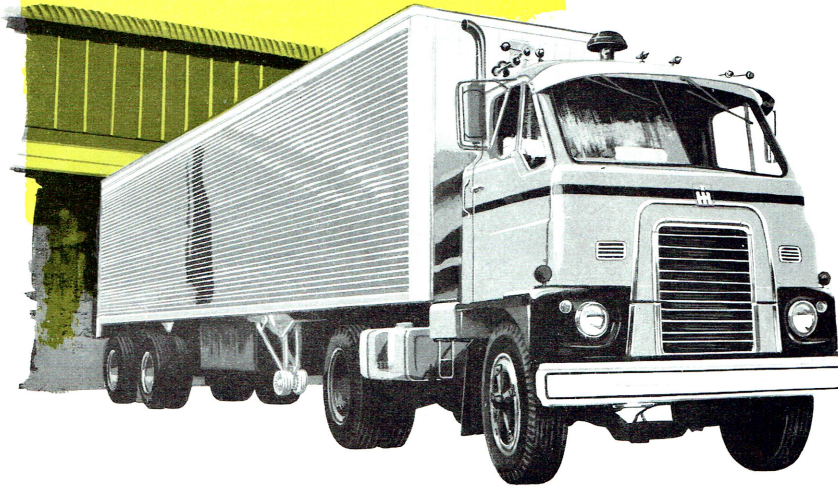
The Cummins NH-250 naturally aspirated six-cylinder diesel engine provides the DCO-405's power. It develops a maximum of 250 BHP at 2,100 RPM and 685 lb. ft. of torque at 1,500 RPM. This engine has many features designed to give it added endurance and keep your truck constantly on the go.

- Internal fuel lines are drilled passages in the cylinder head. Insert type injectors eliminate threaded fuel line connectors—simplifying inspection procedures and reducing the possibility of fuel leaks.
- Large exhaust and air passages offer minimum restriction to exhaust and air flow.
- Valves are overhead, precision machined from high strength alloy steel. Exhaust valves are stellite faced, exhaust valve seat inserts are of stellite. (Note: Most NH-250 features also apply to the Cummins NTC-335, which powers the DCOF-405, and most NTC-335 features listed opposite also apply to the NH-250.)

Power is fed through a 14-inch two plate clutch (with clutch brake) to a 12-speed single lever operated transmission. The step between any two consecutive gears is constant throughout the entire range of this transmission. This means the driver can always change gears at the same engine speed and so keep the engine operating within its most economical range.

The transmission is matched to an International 23,000 lb. capacity single speed rear axle, providing a most effective and reliable power transmission medium. Holding the DCO-405 in check are air brakes with a total effective lining area of 717 sq. in. They are equally effective in either direction. Semi-trailer connections are standard.

The cab is hydraulically tilted to completely expose the engine and accessories for servicing. The cab is easily entered by well-placed steps and grab handles. Fully cushioned adjustable driver's seat gives firm, comfortable support and all controls are within easy reach. Full instrumentation affords a clear picture of the vehicle's performance. For year-round comfort a heater/demister is standard equipment and to further assist the driver the DCO-405 has power steering.



DCOF-405

Add a DCOF-405 to your long distance fleet and watch your costs go down and profits go up. This mammoth hauler has a through drive type tandem rear axle, a GCW of 125,000 lb. and a GVW of 50,000 lb. Consider this in relation to the truck's cab-over configuration and you'll realize that you can haul truly top weight loads, economically and legally, and so have a most profitable operation. A glance through the DCOF-405's specifications will show it has been built to excel and excel it does.

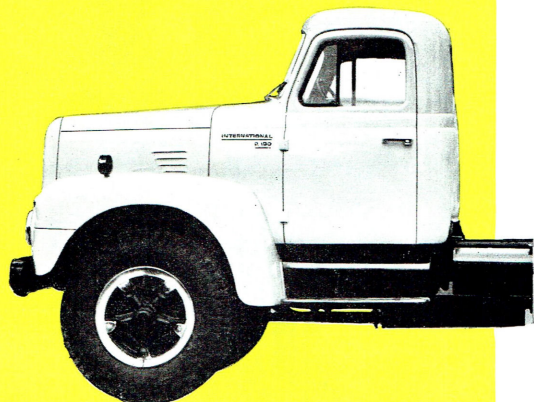
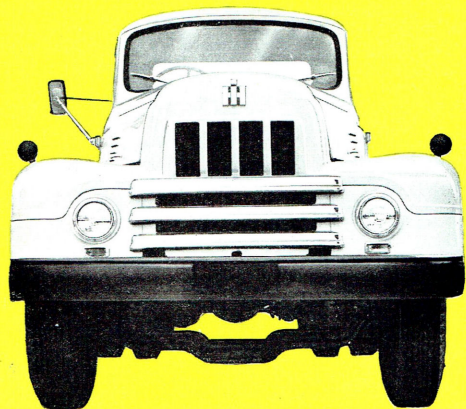
Power comes from the Cummins NTC-335 turbo-charged six cylinder diesel engine. This engine may be set to develop 335, 320, 300, 280 or 260 maximum brake horsepower to suit operating conditions. Factory setting is 280 BHP at 2,100 RPM. Maximum torque is 930 lb. ft. at 1,600 RPM. Features include replaceable wet type cylinder liners, large volume water passages, chrome plate top piston ring and connecting rods with tapered piston pin ends for better load distribution and maximum piston crown material.

(Note: Most NTC-335 features apply to the Cummins NH-250 which powers the DCO-405 and most NH-250 features listed opposite apply to the NTC-335.)

A 12-speed single lever operated transmission provides an effective medium for getting the best performance from this engine. Features are the same as for that fitted to the DCO-405. The 38,000 lb. capacity through-drive type tandem rear axle features steel leaf spring suspension and 50 in. beams. It has ample in-built strength to handle with ease the heaviest loadings. The heat treated steel channel frame is of bolted type construction for increased resistance to stresses and strains. Air brakes with effective lining area of 1,197 sq. in. provide fast, even stopping power. The driver's visibility is unobstructed. Sitting in a well elevated position close to the right hand side, he has the best possible view of traffic ahead and around him. As with the DCO-405, the steering wheel (power steering is standard) is comfortably angled and all controls are within easy reach. Most-used instruments are mounted directly in front of the driver and a heater/demister is standard.



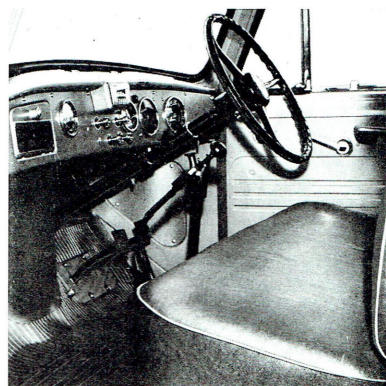
Economy, Performance



Having built up an enviable reputation for sheer economy, performance and reliability, International R Line trucks deserve your attention if you want the best in heavy-duty conventional cab trucks. There are three models to choose from, the R-192, the RF-195 6 x 4 and the R-200, all with optional diesel power.

You cannot go wrong when you select an R Line truck—they are all work hardened and all employ proven design and components. These trucks have chassis, drivelines, axles and engines engineered for years of service. Their cabs make driving a pleasure and well placed controls and instruments add to the driver's well-being. Every model has ample power—proven power—to haul its maximum loads. Each truck has been designed to minimize maintenance and keep it on the road—where it earns profits for you.

It is not surprising, therefore, that the most experienced, profit-conscious truck operators, men whose judgement is based on cost records and performance, have made heavy-duty International R Line trucks their choice year after year. Talk to R Line truck operators and drivers—they're the men who know what it is to have these trucks in their fleets—trucks they can always rely on to give the results expected of them.



R Line Models

R-192 157, 175 in. wheelbase; 25,000 lb. GVW; 51,000 lb. GCW; International RD-406 petrol engine; Cummins C-160 diesel optional.

RF-195 175 in. wheelbase; 46,000 lb. GVW; 68,000 lb. GCW; International RD-450 petrol engine; Cummins C-180 diesel engine optional.

R-200 157 in. wheelbase; 30,000 lb. GVW; 58,000 lb. GCW; International RD-450 petrol engine; Cummins C-180 diesel engine optional.

Proven Power Choice of Petrol or Diesel

PETROL

A proven Red Diamond engine, the RD-406 is the power plant for the R-192 model. Of 405.9 cu. in. displacement, it develops ample power to handle the R-192's capacity. Maximum brake horsepower is 175 at 3,200 RPM and maximum torque is 338 lb. ft. at 1,700 RPM.

Another Red Diamond engine, the RD-450, powers both the R-200 and the RF-195 models. This engine transmits the necessary power needed for heavy interstate hauling and has that extra reserve for hilly conditions. This six-cylinder valve-in-head type engine has a 4½ in. bore, a 5 in. stroke, a displacement of 450 cu. in. and a compression ratio of 6.74 to 1. It develops 182 maximum brake horsepower at 3,000 RPM and a maximum torque of 388 lb. ft. at 1,600 RPM. It has proved, in hundreds of thousands of satisfactory operator miles, that it will stand up, with a minimum of maintenance, to all heavy-duty operating requirements.

DIESEL

Providing diesel power for the R-200 and RF-195 is the Cummins C-180 diesel engine, developing a maximum brake horsepower of 180 at 2,500 RPM and a maximum torque of 425 lb. ft. at 1,750 RPM.

Optional diesel power for the R-192 is the Cummins C-160 diesel engine. This engine develops 160 maximum brake horsepower at 2,500 RPM and maximum torque of 376 lb. ft. at 1,400 RPM.

Both of these diesel engines will give you economical diesel operation and have the durability required to keep your trucks on the move at all times.

They incorporate the best in design and quality components to form high performance, precision engineered units of the utmost reliability.

R Line Engine Specifications

RD-406

Make: International—petrol
No. of cylinders: Six
Gross BHP: 175 at 3,200 RPM
Gross torque: 338 lb. ft. at 1,700 RPM
Displacement: 406 cu. in.
Compression ratio: 6.75 to 1

RD-450

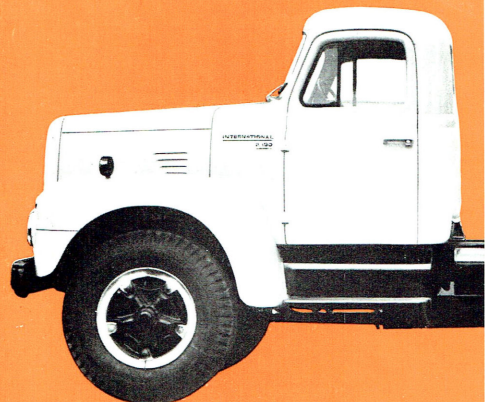
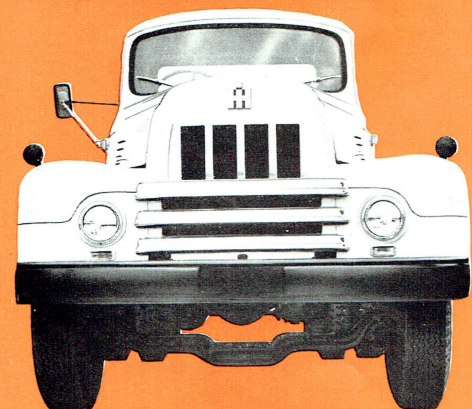
Make: International—petrol
No. of cylinders: Six
Gross BHP: 182 at 3,000 RPM
Gross torque: 388 lb. ft. at 1,600 RPM
Displacement: 450.99 cu. in.
Compression ratio: 6.74 to 1

C-160

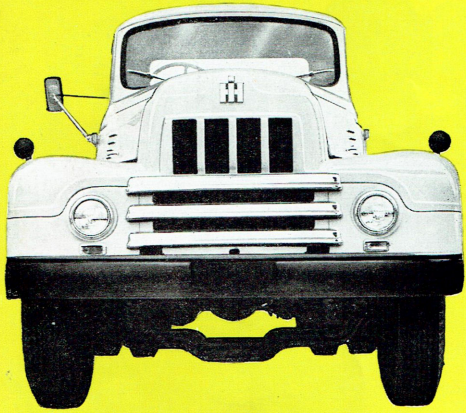
Make: Cummins—diesel
No. of cylinders: Six
Gross BHP: 160 at 2,500 RPM
Gross torque: 376 lb. ft. at 1,400 RPM
Displacement: 464 cu. in.

C-180

Make: Cummins—diesel—super charged
No. of cylinders: Six
Gross BHP: 180 at 2,500 RPM
Gross torque: 425 lb. ft. at 1,750 RPM
Displacement: 464 cu. in.



Safe, Dependable Heavy Duty Haulage



International R Line trucks have won for themselves an Australia-wide reputation for dependability. They have proved themselves utterly reliable whether they are used as semi-trailers, low-loaders, timber jinkers, tippers or in other applications. They represent unbeatable heavy-duty truck value. Their secret is their in-built quality, common to all International trucks. R Line trucks are proven trucks.

Features common to all models include:

Bumpers: Deep, sturdy channel type, rigidly mounted on frame siderails. Serves as additional cross member, strengthens frame, provides front end protection.

Front Springs: Extra long, heavy duty, shackled at rear to reduce transfer of road shock. The first two leaves are wrapped around the spring pin to guard against breakage.

Wheel Bearings: Tapered roller, wide spaced for proper load distribution, stability, long life, smooth operation.

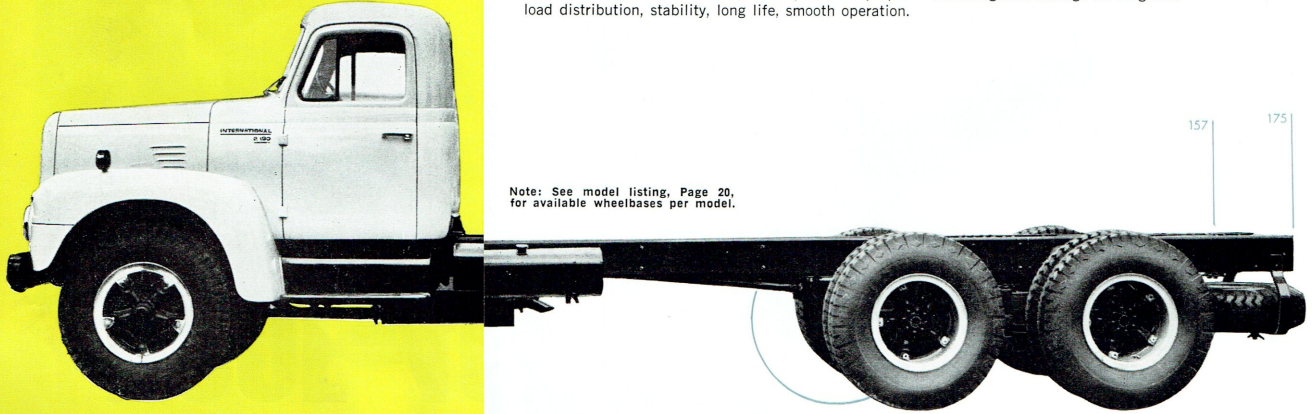
Engine mounting: Three point live rubber, provides up and down, side to side flexibility, reducing amount of engine vibration transmitted to cab and frame.

Front axle: Wide tread, combines stability with shortest practical turning radius for easier handling and manoeuvrability. Large diameter kingpins for an extra margin of safety and service life.

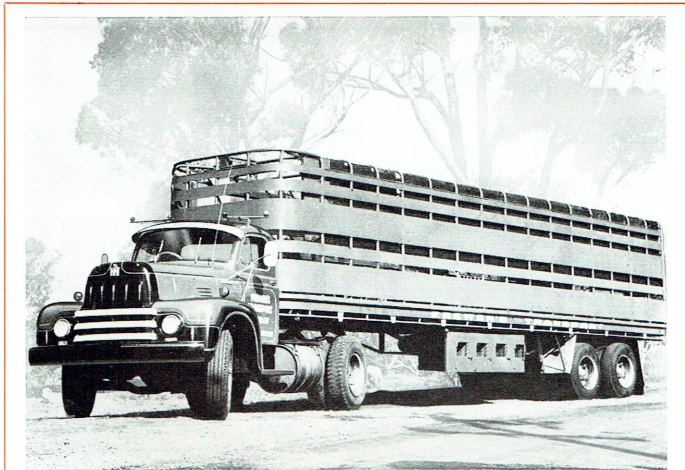
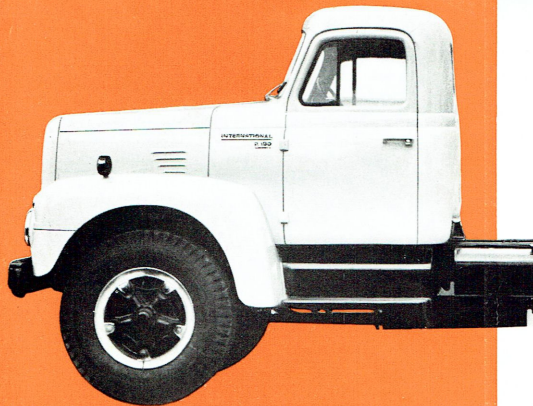
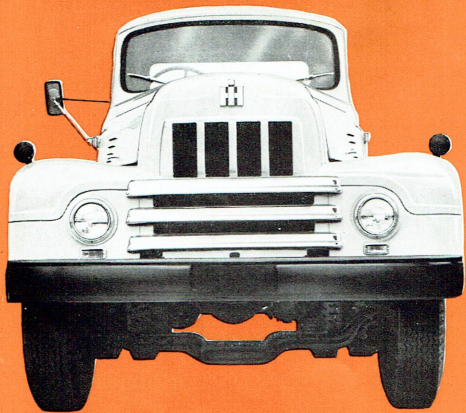
Clutch: Heavy duty cushion dry disc, has extremely tough, durable woven facing. Coil spring vibration damper for greater clutch life.

Cab mounting: Trunnion and spring type, front and two point rubber biscuit and spring type rear, cushions cab from frame flexing.

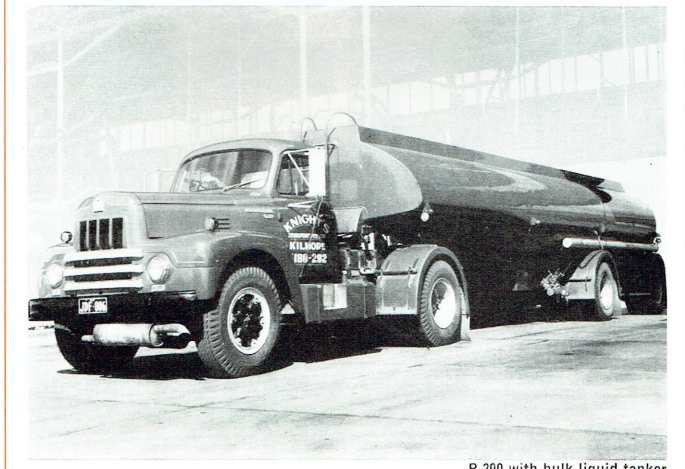
Propeller Shaft: Dynamically balanced for vibration-free operation. Lubricated self aligning, silent spin centre bearing. Needle bearing universal joints are sealed against leakage for long life.



Note: See model listing, Page 20, for available wheelbases per model.



R-192 with stock crate



R-200 with bulk liquid tanker

A Man's Truck

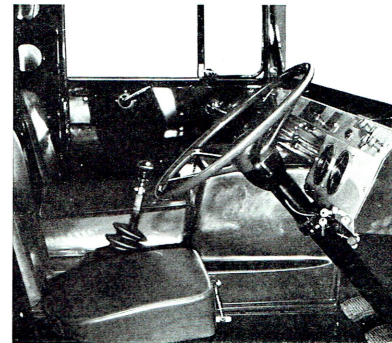
A truck with a personality of its own, bold and rugged in appearance and rugged in construction—that's the International AACO cab-over-engine series truck. Designed, tested, built and proved in Australia to suit Australian conditions, these trucks have the in-built ability to withstand the roughest treatment and come back for more. Combining a bold, purposeful appearance with sound, durable components, AACO Series trucks are adaptable to many different applications, ranging from tray body usage to heavy duty semi-trailer applications. In each they will provide an economical, reliable performance every time. There are four basic models to choose from—

AACO-182 28,000 lb. GVW; 43,500 lb. GCW.
 AACOT-182 6x2 40,000 lb. GVW; 43,500 lb. GCW.
 AACO-184 28,500 lb. GVW; 51,000 lb. GCW.
 AACOF-184 6x4 40,000 lb. GVW; 56,000 lb. GCW.

Each, apart from the AACO-184, has optional diesel power and all are powered to suit their capacities.

Cab-over design in the AACO series brings with it the advantages of longer load space without sacrificing driver comfort and engine accessibility. Within the cab, all instruments are easily read and switches and controls are conveniently placed. The heat and sound insulated engine cover lifts off by releasing four clips—providing complete engine accessibility. The exterior cowl locks from inside the cab and when released provides easy access to oil dipstick, oil filler, radiator

filler, clutch and brake master cylinders and battery. Driving in this cab is smooth and comfortable and the ride characteristics could not be bettered for a vehicle in the AACO class—all AACO Series trucks have two-stage front springs and double acting shock absorbers. Throughout the whole truck you will be pleased with the care taken to ensure that you get the best for your money and the quality you expect in an International truck.



AACO cab over engine models

AACO-182 118, 142, 166 in. wheelbase; 28,000 lb. GVW; 43,500 lb. GCW; International 6-282 petrol engine; Perkins 6.354 diesel engine optional.

AACOT-182 142, 166, 190 in. wheelbase; 40,000 lb. GVW; 43,500 lb. GCW; International 6-282 petrol engine; Perkins 6.354 diesel engine optional.

AACO-184 118, 142, 166 in. wheelbase; 28,500 lb. GVW; 51,000 lb. GCW; International V-345 V-8 petrol engine.

AACOF-184 148, 166, 190 in. wheelbase; 40,000 lb. GVW; 56,000 lb. GCW; International V-345 V-8 petrol engine; Perkins 6.354 diesel engine optional.

Long, Hard Pulling Petrol or Diesel Power

PETROL

The AACO-182 and AACOT-182 are powered by the Australian developed 6-282 six cylinder valve in head engine. It develops 148 maximum brake horsepower at 3,800 RPM and 244 lb. ft. of torque at 1,800 RPM. Amongst its features are sodium cooled exhaust valves, roto-coil inlet and exhaust valves and exhaust valve inserts. Lubrication is full pressure to all main connecting rod and camshaft bearings.

The International V-345 V-8 powers the AACO-184 and the AACOF-184. Long proven and well regarded, this engine develops 177 maximum brake horsepower at 4,000 RPM and maximum torque of 302 lb. ft. at 2,000 RPM. Features include roto-coil exhaust valves faced with stellite alloy and exhaust valve inserts.

DIESEL

Diesel power for the AACO-182, AACOT-182 and AACOF-184 is provided by the Perkins 6.354 six cylinder direct injection engine which develops 120 maximum brake horsepower at 2,800 RPM and 260 lb. ft. of torque at 1,450 RPM. Bore is 3½ in., stroke 5 in. and displacement 345 cu. in. Lubrication is pressure fed and the oil filter system is full flow with replaceable cartridge.

This engine has proved itself in many different truck applications and mated to an International AACO series truck will give you great value.

AACO Series Engine Specifications

V-345

Make: International—petrol
 No. of cylinders: Eight (V-8)
 Gross BHP: 177 at 4,000 RPM
 Gross torque: 302 lb. ft. at 2,000 RPM
 Displacement: 344.96 cu. in.
 Compression ratio: 7.2 to 1

6-282

Make: International—petrol
 No. of cylinders: Six
 Gross BHP: 148 at 3,800 RPM
 Gross torque: 244 lb. ft. at 1,800 RPM
 Displacement: 282 cu. in.
 Compression ratio: 6.9 to 1

6.354

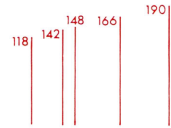
Make: Perkins—diesel
 No. of cylinders: Six
 Gross BHP: 120 at 2,800 RPM
 Gross torque: 260 lb. ft. at 1,450 RPM
 Displacement: 354 cu. in.

Wheelbase lengths, Chassis

Each AACO Series model is available with a choice of three wheelbases for maximum adaptability of application. Wheelbase options are matched to the truck's capacity and rear axle classification, ensuring a balanced unit well suited to operations within its capacity. Consequently, International AACO Series trucks can be selected for multiple uses—tanker, tipper, table top, low loader, van, prime mover, cement agitator, and many more—as well as specialized applications such as with a "Thru-Loader" body (island type cab) for steel cartage. Out on the highways and in the cities, you'll see AACO Series trucks put to many different uses. IH, the truck specialist, takes pride in providing the right truck for your needs and if your requirements call for a medium-heavy duty cab-over vehicle, you need not go past International AACO Series trucks—there is a model in the range to suit you.

Because of the wide variety of possible uses, AACO Series trucks have tremendous in-built strength from the wheels up. Frames are constructed from pressed steel channel, and on all models but the 118 in. wheelbase units, they are reinforced—with inverted L type steel on the AACO-182, AACOT-182 and AACO-184, and outer channel reinforcement on the AACOF-184. This combined with high strength cross-members makes each frame rigid, able to resist metal fatigue, and the effects of all types of ground conditions. Before their introduction, AACO Series trucks underwent gruelling testing at IH's proving ground at Anglesea, Victoria. Testing included hundreds of passes over a chassis twist course. This is your assurance of quality frames—the AACO Series trucks would not have been released had they not come through this and all the other tests with flying colours.

Note: See model listing, Page 24, for available wheelbases per model.



Precision engineered components

TANDEM

In the AACO Series there are two models with tandem rear axles, the AACOT-182 6x2 and the AACOF-184 6x4. The AACOT-182 "Tandem Trac" assembly drives on the front axle only. The drive axle is a full-floating, two-speed electric shift, spiral bevel type. Bushings and bearings on the tandem need no greasing. The assembly gives controlled directional changes when cornering as hub to hub distances change slightly. Without this controlled tracking, tyre wear would be excessive. When the truck is empty, two coil springs transfer weight from the trailing axle leaving it with 40% of the load and giving the driving axle 60%.

The through-drive tandem fitted to the AACOF-184 is the same as that fitted to the proven F-1800. Of 30,000 lb. capacity, it is a single reduction hypoid type. Axle shafts are induction hardened for great strength. A power divider lock, mounted in front of the bogie axles, can be operated from within the cab to give increased traction in unfavourable ground conditions. When the lock is not used the axles spin independently, giving increased tyre life.

TRANSMISSIONS

The AACO-182 and AACO-184 models all have five-speed transmissions constructed of quality components and precision engineered for long life. All are matched to their respective engines to give effective speed ranges in each gear. Two-speed electric shift rear axles on all these models permit split changes.

The AACOF-184 has a five-speed constant mesh main transmission and a three-speed (overdrive, direct and underdrive) auxiliary transmission, making a total of fifteen forward gears—a gear for every condition.

OTHER FEATURES

Propeller shafts on all models are of heavy gauge steel tubing, are dynamically balanced and have needle bearing, anti-friction universal joints. All clutches have heavy-duty linings and vibration dampers for long life. Front axles, 10,000 lb. capacity, are forged, heat treated, drop centred I-beams. Steering knuckles are of drop forged, heat treated manganese-molybdenum steel for best service.

Safety, Dependability and Quality

BRAKES

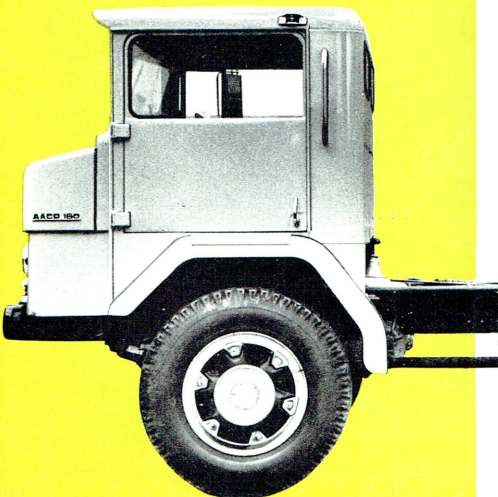
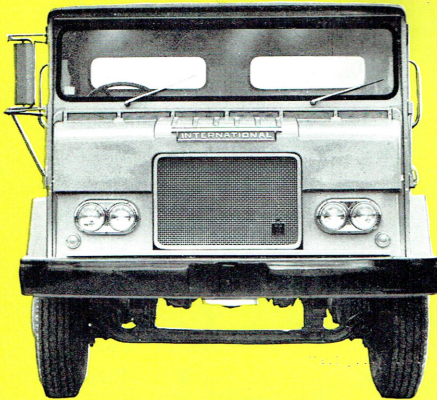
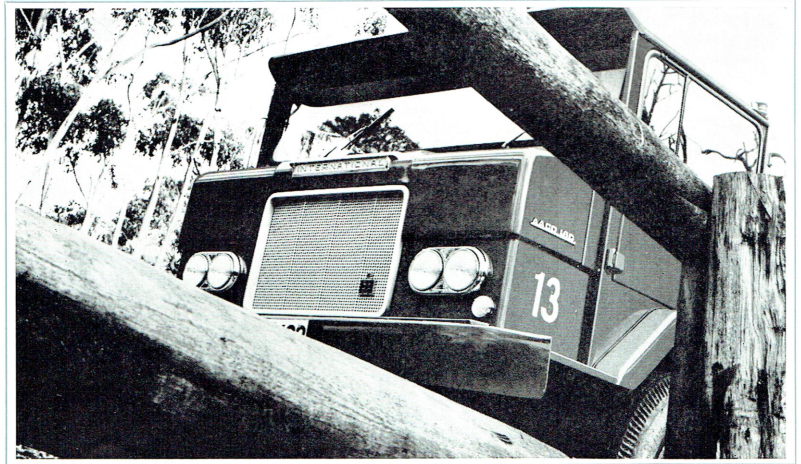
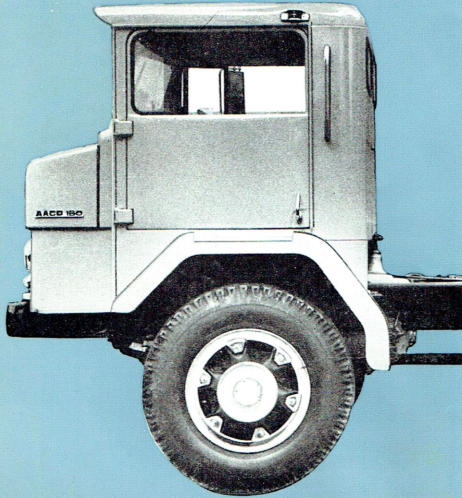
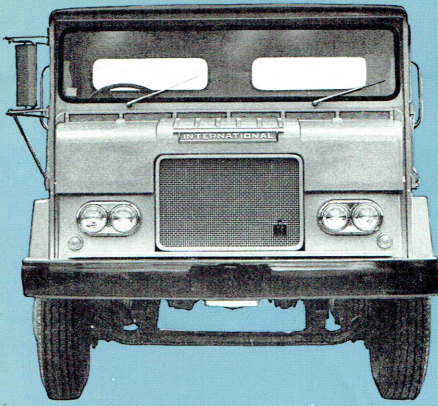
On all AACO models, brakes have vacuum boosted hydraulic actuation for low pedal pressures. The brakes are equally effective in either direction. Lining areas are more than adequate to cope with the trucks' capacities for safe, sure braking under all conditions. A dashboard mounted warning light indicates low vacuum.

STEERING

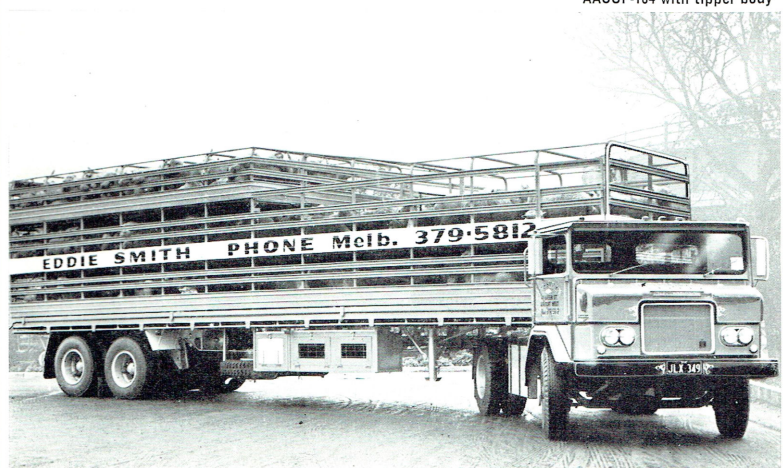
Steering gear is the semi-reversible cam and roller mounted twin lever type. For the driver, the 20 in. diameter safety type steering wheel is comfortably angled.

CAB

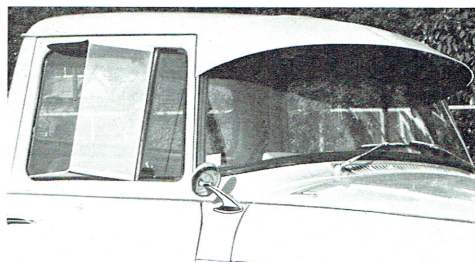
Entry to the cab is easily effected by use of steps on the front wheels and mudguards and a large chrome handrail on the cab side. The driver sits on a deep cushioned adjustable bucket seat and all instruments are neatly grouped in front of him. Controls are easily reached and operation is smooth. The flat angled one-piece windshield together with the large door windows affords excellent visibility.



AACOF-184 with tipper body



AACO-184 with stock crate



Weathershield and sunshield.



"West Coast" rear vision mirror.



Seat belts and parcel tray.

IH Accessories For Your Trucks

For your added safety, comfort and convenience, IH has a range of useful accessories tailored to your International truck. For utilities a tonneau cover is available. Made from heavy-duty canvas, simply attached and supported by three cross-members, it protects goods carried in the back of the utility. When not required it folds neatly away. Seat belts are available for all models. They are securely anchored and easily locked and unlocked. A parcel tray for C Line conventional cab models provides an additional storage area within the cab for odds and ends. Also available for C Line models are weathershields and sunshields giving additional protection from the elements. Available to further enhance the appearance of C Line models are chrome front bumpers. Large "West Coast" rear vision mirrors are available for all heavy-duty models and can be mounted on either side of the cab. Available too for larger models are traffic hand signals, tachometers and cab mounted width lights.

A cab heater-demister, which can be fitted to all C Line models, is also available. All these accessories are designed especially for International trucks and are constructed of quality components to suit them to the demands of truck usage.



Serves you

Spread throughout Australia are 407 IH dealers whose one aim is to give you the service you expect. All have sales, service and parts facilities to ensure that no matter where you are there is a fully equipped IH dealer nearby with an expert understanding of International trucks, a man who can give you assistance no matter what your trucking problem. For your added convenience there are IH retail motor truck branches and service stations in capital cities providing the same service as the dealers, and equipped to undertake major overhauls as well as minor repairs. All these premises stock genuine IH service parts. International Harvester has also formed a new company, International Harvester Credit Corporation, which extends credit facilities to approved purchasers of IH products. Your dealer or any IH office can provide full details of this service.

Sales



Parts



Service



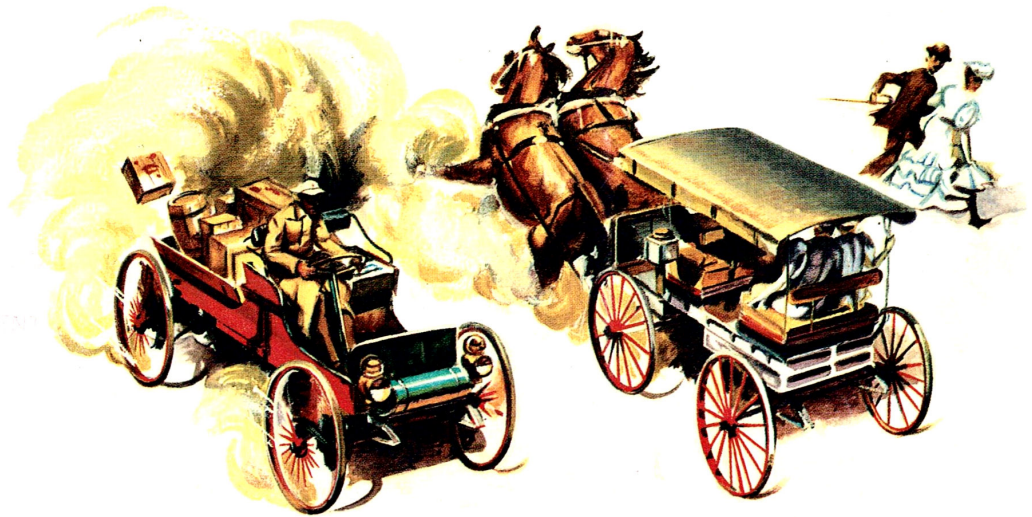
AN INTERNATIONAL TRUCK

At International we make the best trucks in the world. We are the truck specialists. We never forget that a truck is only as good as each individual component.

Only those materials and parts that meet the exacting performance standards we demand are used. At our engineering centre and on our proving ground continuous research is carried out as part of a never ending programme to put a better truck into your hands. From drawing board to customer, International trucks are "Quality all the Way".

Exactly what does this mean in terms of advantages to an International owner? It means he has put his money into an investment that will continue to pay handsome dividends. He will be operating a truck that always has something in reserve and he will find it will last, and last, and last, because that is the way it is built. He will suffer less down time and cut operating costs. He will carry maximum legal payloads because our chassis are designed to accommodate them. He will discover saloon car cab comfort. And because we have the most complete range of trucks in the world he will be driving the truck best suited to his work and not a compromise. As a new owner he will be covered by a 12/12 Warranty. That's how much we believe in our trucks.

Our business is building the right truck for the job, every job. But don't take our word for it. Stand on any highway and watch the International trucks go by. Talk to people whose livelihood depends on International trucks. They'll all tell you why International is The Most Trusted Name in Trucks.



INTERNATIONAL HARVESTER COMPANY OF AUSTRALIA PTY. LTD.

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